

**MINUTES OF THE  
WEST LAFAYETTE REDEVELOPMENT COMMISSION  
September 18, 2006**

Redevelopment Commission members present: Steve Belter, Patsy Hoyer, Sandy Pearlman and Larry Oates. Also in attendance: Mayor Jan Mills, Clerk Treasurer Judy Rhodes, City Attorney Bob Bauman, Josh Andrew, Bev Shaw, Charlotte Martin and Deborah Kervin of the Development Department, City Engineer Dave Buck, Tom Gall of T.J. Gall & Associates, Jim Curtis, Jr. of Wabash Landing LLC, Chuck Townsend of Mark III Management, Wendy Watson of Wabash Landing LLC, City Council member, Patti O'Callaghan and citizens and members of the media.

Mr. Belter called the meeting to order at 12:05 p.m.

**OLD BUSINESS**

Mrs. Pearlman made a motion to approve the August 21, 2006 minutes. Mr. Oates seconded. Mr. Belter asked if there were any other questions, comments, changes or corrections to the minutes. Hearing none, the minutes were approved and the motion passed unanimously 3-0.

**NEW BUSINESS**

Mr. Belter said the next item of business is the authorization of the Trustee to pay claims. Mr. Oates made a motion to approve the payment of claims as presented. Mrs. Pearlman seconded. Mr. Belter asked Charlotte (Martin) have all the claims been reviewed by someone familiar with the projects and been approved? Mrs. Martin answered yes.

Mr. Belter said Tom (T.J. Gall and Associates) and Dave (Buck, City Engineer), do you want to bring us up to date on any of the things that are in the claims? Tom said the one I've got is from J.R. Kelley which is their retainage on the Tapawingo Park Plaza project. Joe (Payne, Superintendent of Parks) has two claims for Bennett's and Thompson Rayman (Thompson Rayman Electric, Inc.) on the electrical and landscaping work. Mr. Belter inquired that's all down in Tapawingo? Mr. Gall said yes. Mr. Buck said I believe the only one I had was HNTB's latest....Mrs. Martin said it's not yet. Mr. Buck said okay, it will be next month then.

Mr. Belter said are there any questions about the claims to be paid? The motion to pay claims passed unanimously 3-0.

Mr. Belter said the next item of business is Resolution No. RC 2006-9 for the appropriation of funds from the Levee/Village Redevelopment Area to pay for two items—road

improvements and parking garage capital maintenance. Mrs. Pearlman made a motion to approve the resolution. Mr. Oates seconded.

Mr. Belter said Dave, there's \$100,000 here for road improvements that I think is part of what you're hoping we can pay for on Tapawingo South. Mr. Buck said that's correct, this has to do with the Tapawingo South Construction Project. We've put through a change order to go from dynamic compaction to an undercut and fill method. We've been working on that. They've removed the undercut and are working on placing back the good fill material at the geogrid. We did run into a couple of additional soft spots at that 4 foot excavation level. For the most part it was surprisingly pretty good material and pretty dense and good to work off of. There was a concrete washout area that we discovered and left in place. It was a large chunk of concrete basically and we're going to go over that. For the most part the undercut is complete and we're working now, weather permitting, on placing the fill material back in. So we have encountered some additional smaller localized areas that went down lower than the 4 feet. One is 2 feet additional depth in a couple of locations. That will need to be included in a future change order. The big item, however, is going to be a supplemental agreement that's necessary with HNTB for construction inspection. Engineers are on the construction site—we were supposed to be done with this job in October of '06. Obviously we're going to be well beyond that—most likely into next spring at this point. So they're going to need a supplement to take care of their additional costs of being on-site monitoring the construction. That will be reimbursed 80/20. So we will have to enter into an agreement with them for the total amount with them monthly, but just like we are currently doing, we will turn in reimbursement claims to the State and get a check back for 80% of those claims.

Mr. Buck continued we are also looking at adding street lights that have not been included in the original design along the trail that will connect from River Road over to State Street. We've been working with the property owner in obtaining a 5 foot easement to put the lights on. I think we're at the point now where we're going to be preparing a document; an agreement between the City and the property owner—and then getting quotes from the power company to install street lights along that section of trail. It will be back along the trail; most of them are normally done along the street. It's going to be a very dark area. There are going to be street trees between the trail and the back of the curb and we would like to put the lights on the backside of the trail to help provide better light spread on the trail itself, rather than be blocked by the trees immediately or as the trees grow in the future. We're looking at between 8 to 10 lights and Cinergy had originally quoted us a proposal for 14 lights that was anywhere from a few thousand dollars to \$30,000 depending on the payment option that we wanted to select. We've asked them to re-price that and re-design a schematic that shows light crest from each light using between 8 and 10 lights between State Street and River Road using the same fixture that's currently around at the ice rink in Tapawingo Park Plaza area. It's an acorn-type fixture. So we would carry that theme across State Street. The potential for that change order would be included in this additional appropriation also. Mr. Belter said thank you.

Mr. Oates said before we go to public comment, (directed to City Engineer, Dave Buck) how are you breaking out the \$100,000? Mr. Buck said some of the contingencies that we have for the project are already in the project but we don't have enough to cover what's approximately

going to be between a \$140,000 and \$150,000 supplement to HNTB based on the size of change order and the amount of time they're going to have to be onsite and anywhere from \$20,000 to \$30,000 potentially for lights. We also have to install conduits for the electricity people to install their wires in—so that will be an additional cost above what the power company charges for the lights. We will have the contractor onsite do that item. But will have to pay for that change order with mostly likely, 100% local funds. Mr. Oates asked how about for fill, what portion of that? Mr. Buck said, that's minor; a few thousand dollars—we have unit prices to cover that additional square footage and depth. The fill material is already going in those spots—the magnitude of that is only a few thousand dollars. Mr. Oates said so our biggest portion of this is going to be construction engineering. Mr. Buck said yes. Mr. Bauman asked will the fill be 80/20? Mr. Buck said the fill and the construction section will be 80/20 reimbursement.

Mr. Belter said on the garage maintenance, I think we have essentially two aspects for discussion. One is what actually needs to be repaired and what the costs are and Tom, I'm going to ask you about that. And then, Jim Curtis is here also from Sheehan Development and since he is managing the garage. Jim's brought along some income and expense figures for the past five years and also some budget for the coming years and I'm going to ask him to go through that with us.

Mr. Belter asked Tom to explain the garage repairs. Mr. Gall said we walked through the garage earlier today so that the Commission could actually see it. There's a lot of detail here and seeing it in person may help that to be a little clearer. What's being suggested by the report done by Carl E. Most, out of Indianapolis, the major item in 2006 and probably what happened physically it needed in 2006 and depending on weather into 2007, is the joints. As you walk through the garage, you see a joint every 20 feet. Some of the joints have already been redone a couple of years ago and the rest of them need to be redone. Those (joints) allow moisture into the deck and through to the decks below. They're now on the order of 4+ years old. It's similar to what was done in the Lafayette city garage a couple years back. That's the largest individual item that is probably the most prevalent in the garage to take care of the structure itself. Mr. Gall said there are a number of less expensive items that I think can be funded by the Build Indiana monies that are still available from the projects involved. A number of areas where deck patching falls, the patching of other structural members at those T-joints, small deck cracks and some maintenance to the tops of the walls—actually it's something that will keep them from deteriorating as time goes on—not that they're deteriorated particularly badly now, other than a few places. Also, some work on the main elevator stair tower that connects the sky-bridge to the garage.

Mr. Gall said getting out into 2007, there's a considerable amount of work that needs to be done on the inside of the stairwell on the galvanized risers and runs and the structure around the stairwell as well as continuing to replace the joints around the masonry stairwell structures that tie into the deck. Some of the block masonry waterproofing actually has already partially been completed and maybe will be completed by the Wabash Landing Apartment folks as they do some of their work around the site. When we get into 2008 and 2009 you start looking at deck surfacing and heavy duty membranes. These are probably more improvements as much as maintenance items. As the garage gets older and older, these are the areas that are most exposed

to weather. You tend to put down these membranes to protect them and in some areas the deck surfacing is a 10 foot strip where the water runs intentionally to the drains and over the years will begin to etch out the surface. The 2008 and 2009 items, other than the exterior column patching—where the columns come together, as the garage gets older, are to help lengthen the life of the deck itself. That's a short summary. When you get right into it, the goal is to keep water out of the structure which will prevent the steel inside the concrete from expanding and basically ruining the structure.

Mr. Belter said a lot of these fall into the category of deferred maintenance. Any building, certainly a parking garage, is going to need regular maintenance and there has not been a lot done to date. There were some things done which you pointed out today during our tour of the garage. Mr. Gall said today's items that have been done were the coverings in the main structural beams in the middle and we did get a start on those double T-joints on the upper decks last year. Mr. Belter asked in talking with John do you have a feel for—once we catch up with these deferred items—what kind of investment, either the Commission or the management should be planning on as far as maintenance goes? Are we looking at \$75,000 a year or something like that? Mr. Gall said I think it's on that order, I did not get that from him, but I'm sure he can provide us with that kind of information.

Mr. Belter introduced Jim Curtis of Sheehan Development and said Jim is currently managing the retail portion of Wabash Landing—which also manages the garage and he is a partner in the hotel, and the primary owner of the apartment complex. We've asked Jim to come and fill us in on the income and expenses on the garage over the last five years and also to give us a fair best guess now as to what income or revenue and expenses will look like over the next four to five years.

Mr. Curtis said I have with me Chuck Townsend who runs our management and Wendy Watson, who has been our right hand in the overall management. She has been our manager of the apartments and has taken over the management of the retail when we bought out our partner, Herman Renfro, out of the retail and currently also took over the management of the garage. With that said, the first five years were not profitable at all for the garage. In fact, we have an investment of over \$430,000 that you can see as a cumulative deficit towards the bottom of page (referring to Wabash Landing Parking Garage Income Statement). We have taken over the management in October of 2005 and for almost a year, I am very proud to say that we have saved close to \$100,000. If you look at the loss of \$95,000 in 2005 and the profit of \$1,800 for the year at the end of 2006, I'd say that's a fantastic turn-around on where we are. Some of this, in the overall picture, the reason we're at where we're at is because zoning required us to have the garage done before we could build the rest of the center. The garage is completed, we've been under construction for five years and it's nice to not see a crane out there today and all the mess of construction. We have a center that is fully developed now and we still need to lease out the retail. The retail, unfortunately, has taken the longest to lease out, but each year it gets better and better. So we look for that over the next three to five years to be a hundred percent leased. Our partner brought in Dennison to manage the garage at an early stage and looking back, it might not have been the best idea. You've got Dennison who knows the parking garage business, but we got gobbled up with expenses of overhead; uniforms, insurance, payroll, management fees,

etcetera. So we stopped that and therefore, that's why we're at the point where we are now. I believe at the year-end of 2006 we're going to positive for the first time. That's a nice thing.

Mr. Curtis said also we've been managing this for almost a year now and we've been able to optimize the revenues and really bring out the unnecessary costs and we'll continue to do that. We're continuing to look at other ways that we can save money. As an example, we're paying \$13,000 on the apartment side for real estate taxes and we're going to look into that more to see what we can do to try and reduce that cost. We're continuing to figure out how we can get more revenue and decrease our costs. One thing, to take it another step further, would be to automate and we've looked into that potentially and it's somewhere in the neighborhood of \$125,000 plus or minus \$20,000 either way, will get us automation. What that's really going to do is—we feel that we could save in the first year potentially \$35,000. The bulk of that is payroll and the other plus is going to be in the revenue stream of more daily income. The gates will be down twenty-four hours a day and people will have to pay to exit the garage. Now it's being manned for a certain period of time and then the gates are open. I've been through a couple of them now that are automated and they're so easy. You put in a credit card and it spits it back out to you and gives you a receipt and you're going. It really saves a lot in payroll. We're still looking in to that, but I think we've come a long way in the overall picture. Mr. Curtis asked if there were any questions.

Mr. Oates said I'm looking at the income statement, just so that I understand where things come from and where they're going and why. I see in 2004 under expenses, there's \$136,000 in management fees. All of a sudden, our management fee drops to \$10,000 in 2006, what's going on here? Mr. Curtis said that's a good question. When we took over this, I think the accountant probably lumped a large portion and called it management fees, because we were paying Denison. We had about \$150,000 that we had to pay them. So the bulk of that is really paying them back. When they were really on the payroll, they were running the show and not getting paid and so we let them go and we had to figure out a payment plan to pay them. So I believe that is the big bulk of that. I think those payroll numbers are in there and their insurance numbers are in there. Obviously there's no payroll in the payroll line item, so I think it's a combination of both payroll and management fees. But because the way the accountants looked at it, they just lumped it all into that category. The way we are doing it, we are taking a flat fee of \$10,000 and we're not increasing it, we're just leaving it where it is and we believe it's on the skinny, but we're trying to make this thing successful and so we're doing what we can to make it work.

Mr. Oates said how about as far as the repair numbers? I'm seeing that there for a number of years the repairs were going up until 2004 and then all of a sudden they've gone down, but yet I'm seeing capital improvement/repairs of approximately \$150,000 this year. Why the decline in maintenance, when I would assume we need to be increasing our maintenance? Mr. Curtis said again, in 2005, we weren't managing it. That was really my partner at the time and where we are today and how efficient we've been in running the thing, this is how we see it. Now capital improvements, you can look at those and call them repairs and managing, or you can call them capital improvements, so this is at least the minimum that you need to look for. Mr. Oates said what kinds of things are you including in repairs and maintenance? Mr. Curtis

answered repairing a light bulb, striping, cleaning—those kind of daily activities. Mr. Gall added from time to time, people go through and destroy all the exit lights. Mr. Oates said how about an ongoing painting program, or anything like that, is that included in your maintenance numbers? Mr. Curtis said striping? Mr. Oates said no, I'm talking about garage facilities. Ms. Watson said one of the things that we've been going to do in the past year is take some of, where the previous management has put contracts out at a higher cost, we've been able to bring that in house and our staff will take care of some of that.

Ms. Hoyer said on the revenue it says *other*, what are other? Mr. Curtis said good point. Ms. Hoyer said because it's nicely going up, but what is this? Mr. Curtis said what we have are special events for ball games. We're going to try an approach to really market the garage for football game weekends. We think it's a conservative number. We're hoping to get more than that, but we're going to make it so that people can park in the garage and we can bus them up to the ball games. So we can have some kind of events within Wabash Landing that allows them to stay here and be part of it and then take the trolley up to the ball game. That is something that we're working on as a future gain. Ms. Hoyer said okay, if they eat or shop at the Landing, then they get so many hours. If they go to the game and then come back and eat, they'll still get something off of their parking. Mr. Curtis said yes we've got a fair rate that we're going to charge that would be attractive. It really hasn't been done, we're looking to reach out and really market this facility. Ms. Hoyer said I think it's a great idea. Mr. Curtis said thanks; and again, we're trying to be conservative. We're hoping that we're going to raise the parking rates every year. We just have to; we're being proactive on this. You can see how we've jumped into it already by just the first year and we're going to continue to do that. We've put our heart and soul into this. The whole project; the retail, the apartments, the garage, the hotel—we're not going anywhere.

Mr. Oates said I'm assuming the net operating income comes back to the Commission at that point—whatever those numbers are. Mr. Curtis said yes. Mr. Oates said I have some overarching comments. Walking through the garage today, I think all of us were just amazed at how much maintenance needs to be done on this garage; the amount of rust that's going on in different facilities within the garage, the ceilings especially. I was very amazed at what's gone on. Obviously, as soon as I see that maintenance, I'm asking the same question of why weren't we doing something somewhere along the line before then? I guess that comes down to the problem with the management that we had in the past. These statements don't necessarily go against our current managers, from what I saw there today, the things that they're doing—they're doing the right things and they're trying to get things done and moving it along. But it sure seems like we go back to the opening of this garage, and we basically didn't have any management on this site, taking care of this facility. We, as members of this Commission, are obligated to make sure it's going to last for a number of years; at least enough years to get the bonds paid off. I'm disappointed that's the situation we're now in. Unfortunately, it is the situation we're in and now we've got to play the cards that we've been dealt. And those cards are that we've got a parking garage that needs \$300,000, it appears to be, of capital improvement/maintenance, or whatever you want to call it, but it needs to get done and it needs to really be started today so that we can move this thing forward.

Mr. Oates said the question always comes back to why did we get in this situation? It looks like there are a lot of reasons why we got into this situation. One of which is poor management. Secondly is poor oversight by us. Thirdly is that this project didn't take off as quickly as we thought it was going to take off when it was approved originally. The retail didn't jump in and completely lease out in 18 months. In fact, we're talking now that we'll have it leased out in the next five years. I think there are a lot of reasons why it didn't get there. All of those reasons have a direct impact upon the users of the parking garage itself. We don't have the people in the garage paying the fees to be able to generate the revenue to be able to have the revenues coming in so that we can put it back into the facility itself. It sounds as if, from what I heard Tom say earlier that we probably need somewhere between \$50,000 and \$75,000 a year in maintenance on this facility once we get going here. If you take a look on the income statement that we were handed, the reserve for replacement, there's none there and it's not going to happen. This \$50,000 to \$75,000 I would assume, Tom, am I correct, is in addition to what these folks have already put into their budget for \$25,000 a year. We're actually looking at about \$100,000 a year in maintenance on this facility. Consequently, it behooves us to do a couple of things as a Commission. Number one is that it is a breath of fresh air to have the candidness of the management company to come to us and say these are the numbers, here's what we're doing and here's where we're going and I applaud you for doing that. I am quite disappointed that we did not have that in the past, but unfortunately, I can't deal with what has gone on in the past, I have to look at what's going on in the future. So I applaud you for coming forward with that.

Mr. Gall said one thing you might want to include in your thoughts, while you're doing the work in the next couple of years; you really are doing the parking garage in pieces. You probably don't need to be budgeting those kinds of dollars until you're actually doing that work. But when you get out into the 2008 and 2009 years, you will need to start needing to back up and watch the joints as they mature. Mr. Oates said very good point. Mr. Oates said I think it is very important that as a Commission, that we make sure that we also now keep a finger on the pulse of what's going on at this parking garage. While we've tried to do it in the past, it doesn't appear as if we've done a very good job of it. When I say we need to keep a finger on the pulse of it, we may need to hire someone on an annual or biannual basis to go down and inspect the parking garage, to make sure that we don't get ourselves back into this position where we have to pony up money to take care of repairs that should have been done as we went along. I am all for making repairs to the garage at this point, because I don't see how we can protect the taxpayers if we don't do that. As a taxpayer, within this city, I am disappointed that I'm in this position to have to say that I have to take some of this money to protect the taxpayers.

Mr. Belter said it was a struggle with the previous management to get good figures. Mr. Bauman said it was a lot of time and effort to work with the Curtises to facilitate that change in management which I think has already brought us a huge improvement in the garage operation. Part of it is just the problem of what the zoning requirements were in terms of building the garage versus how long it takes to build an entire downtown area that West Lafayette never had before. It has been immensely successful not only for the merchants at this development, but quite frankly, we continue to see it spawn additional development and improvements in that area which simply never would have occurred if we still had a vacant Sears store down there.

Mr. Belter said I don't take issue with anything that you've said, Bob. This was an incredible undertaking, not only for Herman Renfro and his partners, but for the City, and in retrospect it has gone pretty well, certainly much better than what would have happened had we done nothing. The project itself has survived minor economic hiccups and slowdowns in the market place—the September 11<sup>th</sup> attacks in 2001. I, too, wish we weren't in the current position we're in, but I think the prudent thing to do is to protect our investment. The City owns that parking garage and it is still in reasonable shape, and if we want to continue to use it for the subsequent decades, which we do, because it's a good amenity for the City as well as a significant income source from a property tax standpoint. Mr. Curtis said the taxes in total with the apartments, the retail, the garage and the hotel brings in over \$450,000 in real estate taxes per year.

Mr. Bauman said the idea has yet spawned additional development outside of the Wabash Landing development that's a synergy between all of those....I think the encouraging thing about the budget we're seeing here today, is we're finally seeing a way to get to a sufficient annual revenue that covers that ongoing maintenance and capital repair. Mr. Oates said my concern is that we make sure that we can in fact say that this was a private-public partnership and it's not a private-public partnership where the public is picking up the private's bones that were left behind. Unfortunately, there's a lot of good that has been done, I'll agree with that, but unfortunately, this is a blemish on all that good. We need to make sure that this doesn't happen again. And if it does, shame on us, because the writing's here on the wall right now. Mr. Belter asked what's your preference as far as... The Curtises have been very open with us in providing detailed monthly income figures now on the garage once they finally squared away from what they inherited from previous management. What would you like to see, monthly statements or quarterly statements? Mr. Oates said I think at least ongoing from this point, we should be looking at this thing on a monthly basis to make sure that in fact, and it doesn't necessarily have to take a lot of time. It can be attached to the packets so that we're aware of what's going on here to make sure that if we see something that's starting to nosedive and it's nosedived for three months in a row, let's know about it, let's say something and get this thing turned around rather than waiting three years out and finding out that we've got a real problem on our hands.

Mr. Bauman said that's no problem but do keep in mind that there are seasonal variations especially with summer and garage revenues. Mr. Curtis said I'd be glad to do that. Mr. Belter said Charlotte if you could make sure that those get passed on with the packets? Charlotte said sure. Mr. Curtis said would it be okay if I forwarded it to Josh and he could then forward it to Charlotte? Mr. Belter said you should probably cc: Charlotte.

Clerk-Treasurer Rhodes said having seen these figures, which I've totaled up. This totals here on the Capital Repairs and Improvements List, of about \$557,000. I look at the annual cost here we're approaching on our debt services in the \$600,000 range on this garage. You're talking about spending another \$50,000 to \$100,000 per year for several years. This is a tremendous increase and on-going support for this project, given that you already have the obligation for debt service to the point where it significantly uses the revenues in this district. I want to make a suggestion, which is one that I've seen employed by our Parks Department which is very accustomed to managing capital assets. At every Park Board meeting, there's a report on



facility inspection; whether they've been certified, or if there are any improvements to be made. It's someone's job on staff at Parks. It really needs to be someone's job to make a facility report on the assets that you have outstanding debt on. The garage, of course, is looming before you now, but you have a whole trail system you've bonded for. I think that would be helpful if it just became institutionalized, more than that, you'll get a report on your assets so that there's active management of those assets. I for one, as Clerk-Treasurer of the City, am concerned that, although we had a parking garage agreement that provided for financial reporting, it was not happening. In my comments from the last meeting, which we're taken out of the minutes, but I did ask for these reports to be given to the Commission and for the Commission to exercise any fiduciary insight on this project. You're going to have to take them out of the private, let's try to solve the problem, if we can mode and at some point bring them to the Commission so that they can act in the way that they're responsible for. We bond all these Commission members, because they are responsible for very large financial commitments by the City. We've got a very capable group of commissioners with a wide range of experience and I urge you to use that experience rather than try to do damage control and manage things just among the staff here. I think it's been a huge burden on them and then at the end you have a big mess come out anyhow. So I would suggest you consider a regular report on your facility, whether that's something that you actually ask an engineer to do for you. Obviously, Parks has people that are certified to examine their facilities and they report very strictly. A facilities inspection begins every Park meeting, you may laugh at such a small item, but that's how seriously they take their investment on facilities and you might have to spend some money to get the same surety here.

Mr. Oates said it sounds like we got 50 percent of what she's suggesting on the books right as we speak today. After that, we're going to have a monthly report from the fine folks at Curtis to make sure that we know what's going on with the management. Your suggestion on facility inspections goes back to that same suggestion I made earlier on that we've got to know what's going on with these facilities, period. If it takes having somebody at least listing what's going on on a monthly basis, that would be a great thing. I still think we also need in addition to that an annual or biannual inspection being done, by somebody that's outside of the City so that we know what condition these facilities are in; much the same way that Most has done it for us this time.

Mr. Bauman said yes, we get several reports I think probably at least on that frequency from Most and what we might do is go ahead on an annual basis have him update the priority on that. This is such a specialized area that you really need somebody with that kind of expertise to do that. Mr. Belter said I think a monthly inspection is probably overdoing it—if we're going to have Most on-site doing this work we ought to be able to have them, while they're in town working on that, update things and prioritize things. Mr. Bauman said why don't we give you an update on the activities there and plan on an annual update on priorities probably from Most. Obviously in the dead of winter, you don't do a lot of maintenance because the weather doesn't permit it, but if we can give you a regular update on a monthly or quarterly basis as to the maintenance activities at the site, that would definitely be helpful and the annual report on what the priorities are for the major items.

Mr. Oates said I think it should be quarterly that we should be hearing about the facilities. I take Judy's comment to heart that we do own these other facilities, too, that we're paying debt

service on including the bike trails and the like. Parks is already doing an inspection to these things; I think at the very least, we can talk to the Parks Department about pushing that information this way so we know what the situation is on those. I'm not talking about putting them on everything else, but if bike trails are under their guise, their oversight on a day-in day-out basis, we should at least know quarterly that we're protecting that investment for the taxpayers.

Mr. Bauman said normally Joe is here, he's not here today, but I think we can have him give you a report. I know he is budgeting money to do seal coating of a certain portion of the trail each year because that is the one item that will significantly extend the life of the trail. Mayor Mills said we put \$10,000 in every year for trail seal coating that we can do in segments each year along the line. Mr. Belter said Chuck (Townsend) and Wendy (Watson) maybe you can give us a few sentences or a paragraph on a monthly or at least a quarterly basis on your observation of the garage and ....Mr. Oates said the types of repairs that they're doing. Mr. Belter said yes, I think it's appropriate that annually we have somebody who's qualified to do the garage inspection; either Carl Most or somebody like them. It would also help I think if you would provide us with a regular update on your observation and those things that you're doing to maintain the garage; that would be great. Mr. Curtis said we'd be happy to do that.

Mr. Oates said I would like to make a motion to amend the Resolution so that we get down exactly what we've talked about today. I would like to amend the Resolution that we include in there that:

1. The Redevelopment Department would provide us with monthly income and expense statements on the garage itself.
2. On a quarterly basis we hear about the condition of the facilities from the people that have the oversight of those facilities: the garage management and/or the Parks Department, those cover all of our facilities at this point.
3. On an annual basis, this Commission hire an outside contractor to do a full inspection of this parking garage facility and provide us with the current status of that facility and the priorities for maintenance and/or upkeep.

Mrs. Pearlman seconded the motion. Mr. Belter asked if there was any discussion to the amendment. The motion to approve the amendment passed 3-0. Mr. Oates said that way it's included in the minutes. Mr. Belter asked are there any other questions for the commission before the public hearing.

A public hearing was opened for Resolution RC-2006-9 for the proposed expenditure of up to \$300,000 on Tapawingo Drive and on the Parking Garage Capital Maintenance. Mr. Belter said are there comments from the public?

Councilor O'Callaghan said thanks so much for re-striping the crossing at the cross over so that you can't park there. I mentioned that at the last meeting and I think it was done within a week or so. Thank you very much for that. I do use the garage every time I go down there and I'm very happy to do that. It's very convenient and hopefully we'll get more people to use it.

The automation, when you first mentioned it, seemed kind of hard for me to imagine because you talked about credit cards and that's when you have the parking bills like you have in New York and Indy, but then I remembered that Purdue has that automated thing where you put the money in and those are along that order, so I can see how that might work. One thing about the football games though, I think that the county might still do theirs for free and you take the trolley, so you might have to work with the county and the City garage on that. But I really think that people are starting to use the garage more as we get to be more of an urban kind of city and people are getting the idea that that's what you need to do. I encourage the media to just talk about that it is a good garage; it's convenient, you can just go over that sky bridge and you're right there by Borders and everything, and encourage people to use the garage as much as possible.

Mr. Bauman said the parking equipment that was installed when the garage was built would have been typical in the industry at that time. It's really been since that time that the automation equipment has become what the cost effective and reliable garages are changing to. I know whenever I go to Indianapolis the different garages I park in all now use that type of equipment, but again they didn't back at the time this was built.

Mr. Belter asked if there were any other questions or comments from the public. Hearing none, the public hearing was closed. The motion passed unanimously 3-0.

Mr. Belter asked Tom Gall if he had anything to add. Mr. Gall said I would like to update you on a couple of the other projects that are going on. The light/banner pole project continues to move on. If any of you have noticed the lights around Cumberland and Win Henschel coming down and going back up, there was an issue with the scroll arms—they weren't fitting and the installation information—essentially the contractor figured out that they had to have a different pole there. They're working that out with the suppliers of the light fixtures. I think they're probably all down and back up now. So we expect that to be finished up and if you've noticed that the lights aren't straight, they just need to be adjusted, they'll be straightened out before we're done.

Mayor Mills said I have a question. Are the other poles in the intersection, all the other big lights, will those poles that are on the same corner come down? Mr. Gall said right now, all those poles are still there, because I don't want those to be taken down until ours are burning. Before we do that, I would like have them up and burning and I would really like to go through the intersection with Dave and make sure that we mean that we really want to take all those down. There may be some lights pointing in a particular direction or doing a particular job that we really don't want to take them all down. You have some situations where we have a light going in one direction and the light that's there is going 90 degrees and the problem is they're not the same color light. Ours are a much higher intensity light. So first of all, we can't take those out until ours are burning, and then, secondly, we need to take a look at that and make sure that's the decision we want to make.

Mr. Gall continued with we have made progress on getting ready to do some quote packages on the planting in the midway. Joe Payne has become involved in that project because

essentially, the midway area as we're going out by State Farm becomes Parks to manage. As we eventually start planting in there, Parks has to mow that grass and maintain that area, so it's essentially a Parks project. So Joe has stepped on board to go through that. We're going to break that up into fairly small pieces so that we can quote them and get some of them going yet this year. Probably we'll have to return to re-appropriate because we don't expect to quoted and/or bid by the end of this year. So you'll have to re-appropriate in January. We do expect to start seeing some demolition going up there and preparing some quote packages to begin doing parts of the shrubs and parts of the trees using various contractors to do different pieces of the work. We think we can do this more efficiently actually by breaking that up, rather than have one large contract which would tend to be bid on by larger landscaping companies at more like INDOT pricing. We've discovered that that's a lot more expensive, so we're literally figuring out a way to contract this project so we can have people who can do the work in small enough pieces efficiently and cost effectively for you.

Mr. Gall said we are finishing up on the easement at the Nighthawk Trail Extension and working with that landowner to get that easement document finished up. I think that is actually being worked on and we're pursuing additional quotes on that work so that hopefully the easement can be worked out. We have our permit, I believe, and we do intend to get that piece of trail put in yet this year.

Mr. Belter said Chauncey Square? Mr. Gall said it's a difficult place to bore cable. You will see if you go down there now, they are installing very large concrete telephone vaults along Salisbury Street. Their intent is to bore in the conduit along Columbia in order to go under everything and leave as much sidewalk and everything else in place as much as possible while this is going on. They got the bore rods all the way down, grabbed on to the conduit and tried to pull it back and it just broke. The gravel and the rock is very difficult to bore in; they're probably going to have to open cut all of it. It will be much messier than we anticipated. We thought we could do it very cleanly and quickly and not really affect the "walking-around" lives of the people in that little area—it's not going to happen. It's going to be messy. Mr. Bauman said it's typical of an infill project that when you go around everything that's there, it's much more difficult. Mr. Gall said you're going to see some parking closures and some lane restrictions and we really had hoped that we could bore all that, but the underground situation just isn't going to allow it. In fact if you're down there today, you'll can see a couple of pits in the ground where very large vaults are about to go. They'll be put in place this week or next week and they'll start open cutting the trenches between them to connect the conduits. In the mean time, they're building and they're chasing us around the block and our goal is to get out of the way before they get half way up Chauncey.

Mr. Belter said the next item of business is public comment. Is there any comment from the public?

Councilor O'Callaghan said one other thing. I wanted to tell you that the retailers of Wabash Landing were really generous yesterday with the Hunger Hike. We donated door prizes from Collette's of gift certificates, Hilton Garden Inn, and Starbucks and other vendors across the street. They just did a great job responding to the community.

Mayor Mills said I wanted to remind everyone that Art on the Wabash will be this weekend, Sunday 10 – 4 at Tapawingo Park. We're planning on a sunny, warm day. We will have the fountain dedication at 1:00. We hope you'll all be there.

The Commission confirmed/scheduled the following meetings:

Friday, October 13<sup>th</sup> at noon

Monday, November 13<sup>th</sup> at noon

Mr. Oates made a motion to adjourn. Ms. Pearlman seconded. The meeting adjourned at 1:07 p.m.

Respectfully submitted,

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Patricia R. Hoyer

Recording Secretary, pro tem

Approved:

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Stephen Belter, President

/djg